

BUILDING 31

Sand Point Historic District

Historic American Building Survey (HABS) documentation was prepared in accordance with a Memorandum of Agreement (MOA) signed December 14, 2004 between the City of Seattle Department of Parks and Recreation, Warren G. Magnuson Park and the Washington State Historic Preservation Officer (SHPO). The HABS documentation is a measure to mitigate the adverse effect on the Sand Point Historic District caused by partial demolition of Building 31 in 2005.

Building 31 is located in the northwest portion of the former base, which is now part of Warren G. Magnuson Park. Building 31 is a pier-supported structure built over Lake Washington. One side of Building 31 abuts Pier 1, the former Navy fuel pier and the other runs along the shoreline. The building is a contributing element in the Sand Point Historic District because of its association with World War II seaplane operations. Specifically, Building 31 berthed the crash boats serving PBY aircraft. Despite its lack of significant historical character, the building is one of the original structures constructed by the Navy on the site. The relative significance of Building 31 is illustrated how it's structural form evolved to adapt to new uses over time.

Building 31 is current used by Sail Sand Point a 501(c)3 non-profit organization) that teaches sailing to the community. This organization currently uses Building 31 for classroom space, boat storage, materials storage, a workshop area, and an instructor's locker room.

Physical History:

Building 31 was occupied by the U.S. Navy, from initial construction in 1938 until base closure and transfer to the City of Seattle in 1995. Building 31 was constructed in 1938 to berth small craft associated with seaplane operations and more recently used by the Navy's Morale Welfare and Recreation as covered moorage for berthing private pleasure craft.

Building 31 was originally designed as a single structure measuring 40'-0" wide by 123'-9" long. Drawings (Figure 1) show eight slips designed to be perpendicular to the pier. The southern end of Building 31 included a 15' x 16' work shop to the east, and a 15' x 17'-6" crew's quarters to the west.

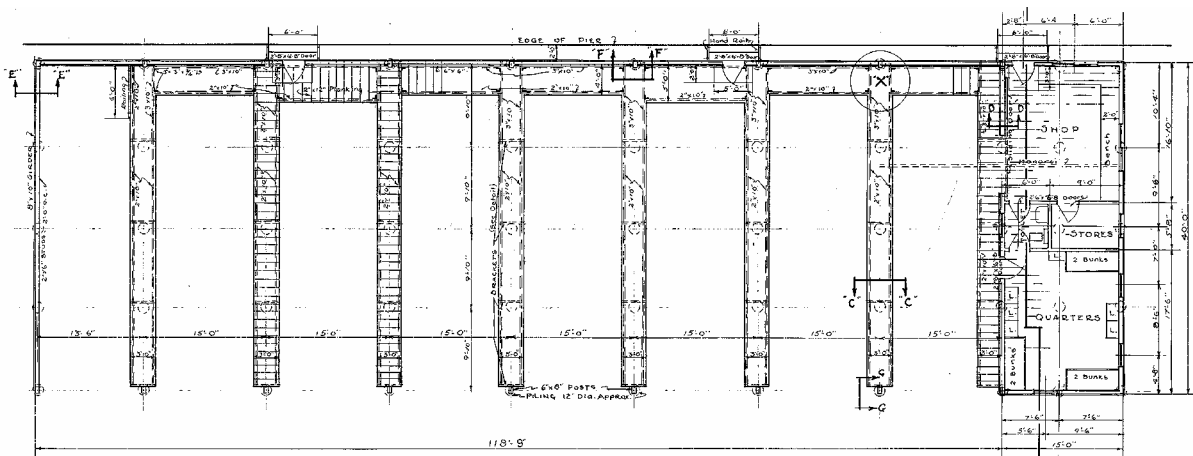


Figure 1: Floor plan illustrating original design, 1938.

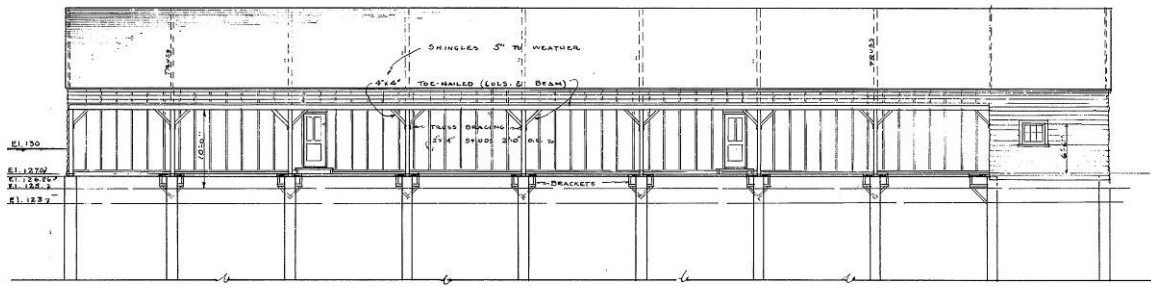


Figure 2: West elevation illustrating original design, 1938.

As with most buildings located within the historic district many alternations and additions occurred. For Building 31 there were five distinct elements constructed between 1938 and 1956, as illustrated in Figure 3.

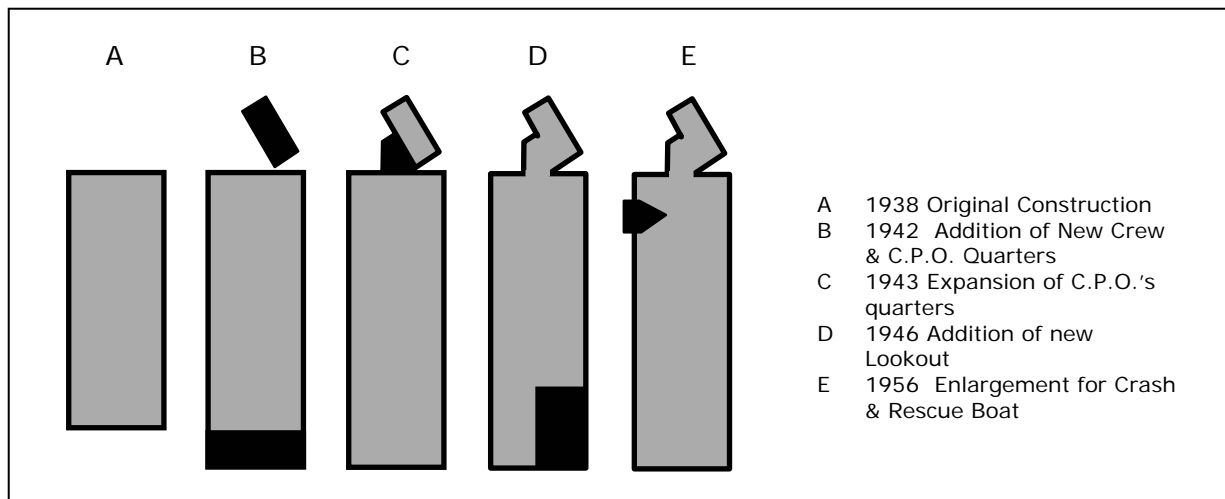


Figure 3: Alterations and Additions 1938-1956.

The initial modifications to Building 31 began in 1942 consisting of additions to the north and south ends of the building. The most significant of these was an additional bay added to the south of the existing structure to serve as a larger crew's quarters. This 15' by 40' bay increased Building 31's floor area by 600 square feet. The new bay included a new bunk room with approximately 20 bunks and lockers and a larger restroom with a shower and the original 1938 crew quarters was converted into an office.

This expansion phase also included construction of the Chief Petty Officer's (C.P.O.) quarters, a small freestanding structure to the north of the boathouse. This 13'-6" by 29' single story wooden building contained a small bunk room and restroom. Plans are not available for the initial part of the C.P.O. quarters, but existing drawings show that they were completed prior to 1943. The C.P.O. quarters was modified in 1943 when the interior was reconfigured and a new space connecting the C.P.O.'s quarters to the north of the boathouse was added.

In 1946, a new dormer was added to the east side of the storage loft at the south end of Building 31. This expansion raised the ceiling on the second floor in order to create a new workspace and a new "look out" overlooking the seaplane operations. A narrow wooden stairs just west of the office door was added to access the second floor.

The final recorded change to the structure was in 1956 when accommodations for a 40' Crash and Rescue Boat were built onto the northern most bay of the boathouse. This modification consisted of a

new gabled roof overhang, expanding both the vertical clearance and area of coverage for the larger boat.

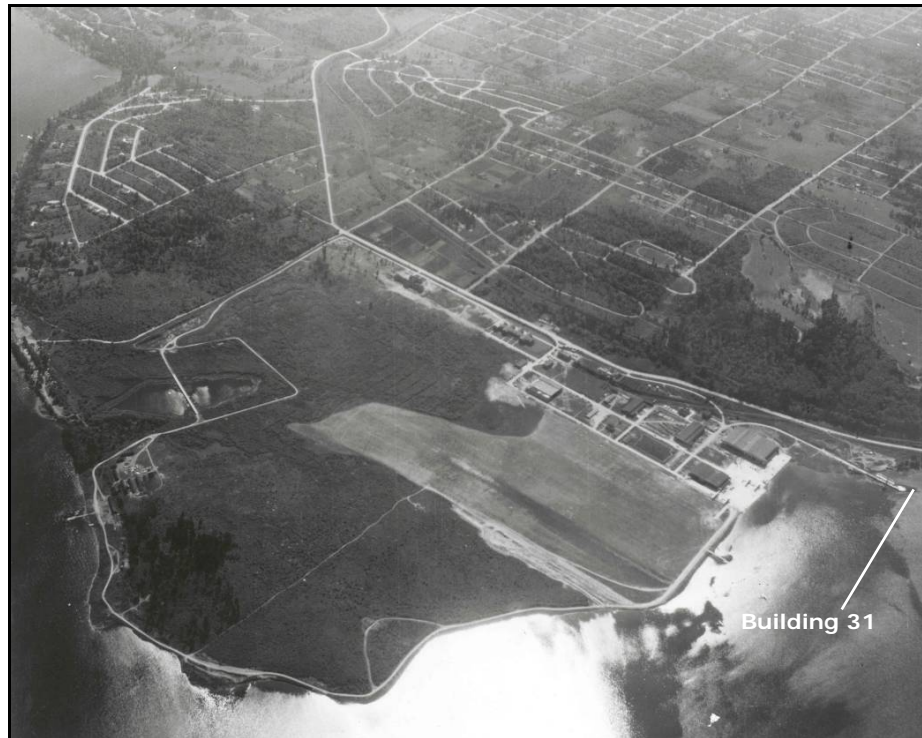


Figure 4: Sand Point peninsula, May 1938.
Source: U.S. National Archives and Records Administration



Figure 5: Seattle Post-Intelligencer photo, June 26, 1938. Three Patrol Bomber aircraft (PBs) on arrival at Sand Point. Note in background the Pontiac Pay shoreline and Building 31.



Figure 6: Contemporary aerial photograph view to south, 2004.

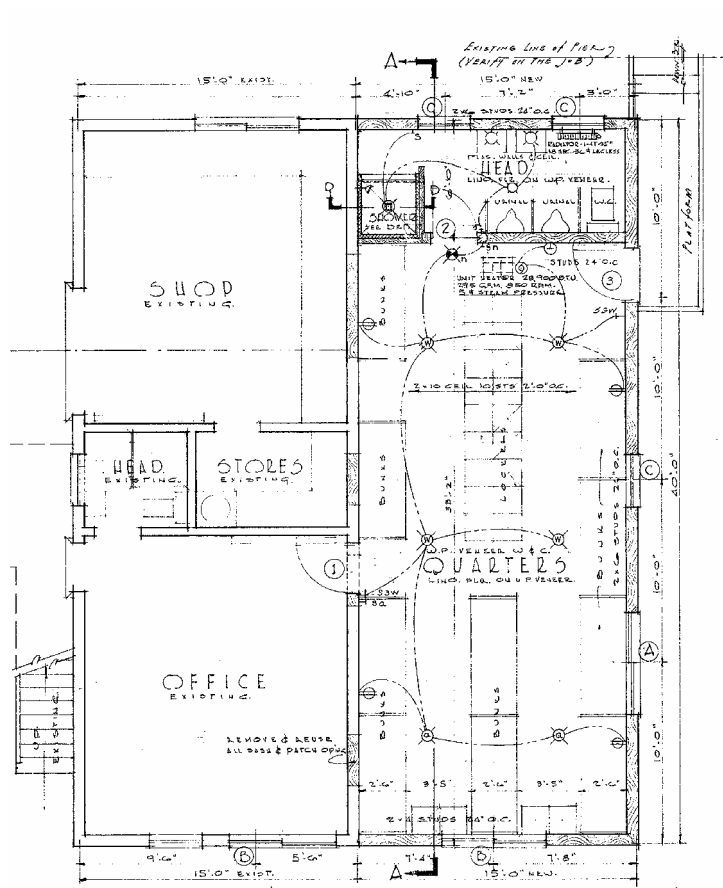


Figure 7: Interior layout of south end of Building 31, first floor.

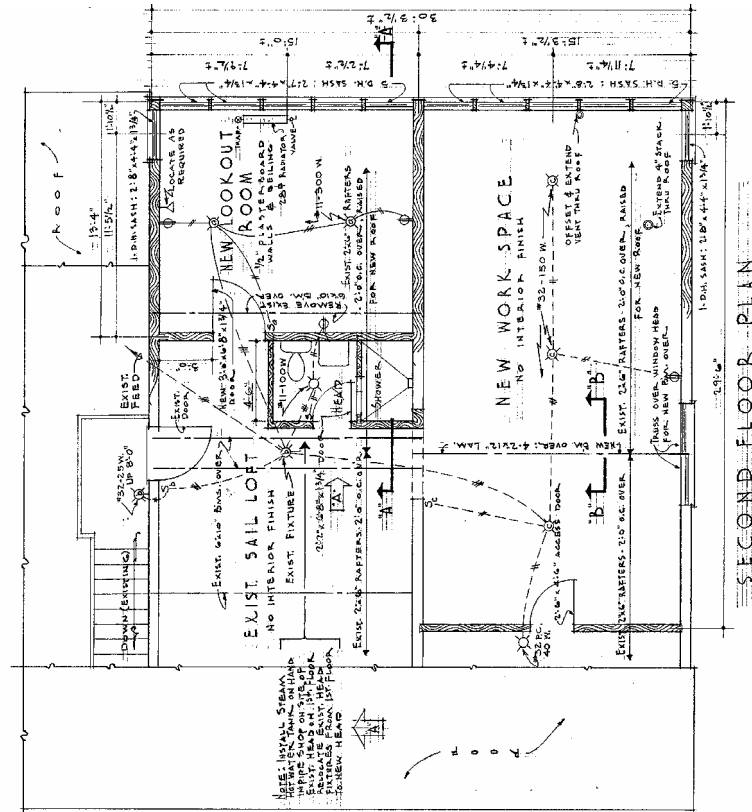


Figure 8: Interior layout of south end of Building 31, second floor. Note location of stairs to match floor layout to first floor.

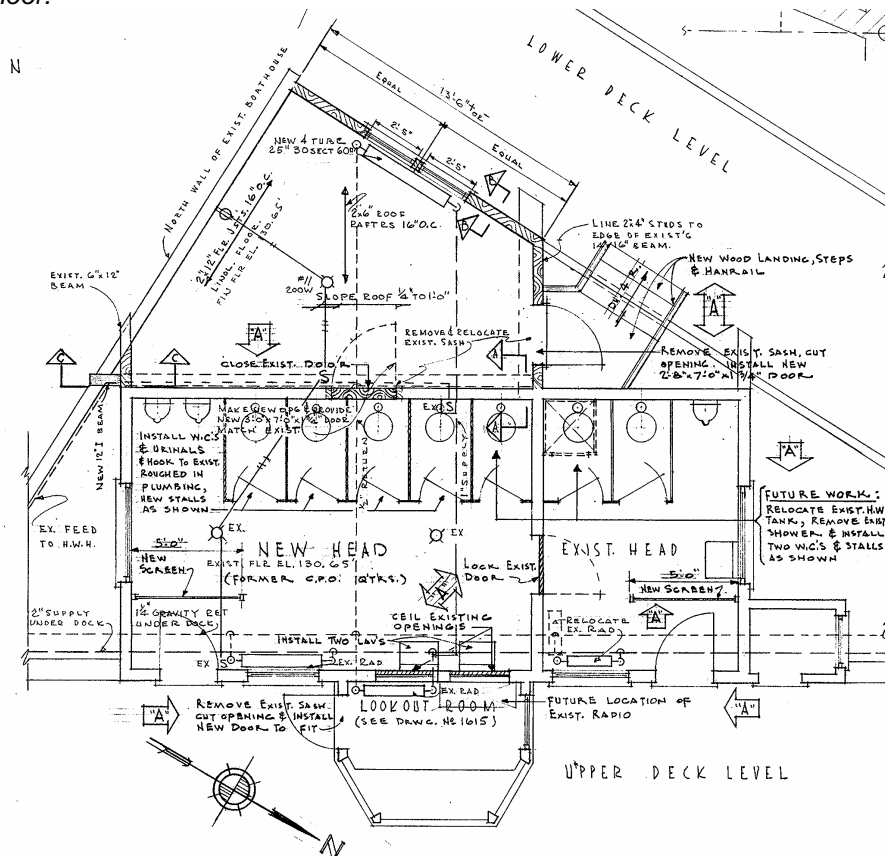


Figure 9: Interior layout of north end of building 31.



West elevation - View looking east toward boathouse/moorage.



South elevation - View looking north of two story portion of building 31.



South and East elevation - View looking north of 2 story portion of boathouse and pier.



*East elevation - View looking southwest
View of boathouse from pier.*